

rudderless, bankrupt government. They are fed up with a persistent erosion of individual rights and freedoms by an increasingly authoritarian, centralist power. They are fed up with socialistic over-regulation of the private sector, excessive taxation, and irrelevant, wasteful spending from the public purse, a purse which is now empty save for some staggering IOUs. They are frightened by a growing tendency for a guilty government to cover its tail in secrecy, by a breakdown in parliamentary traditions, and by a dwindling lack of optimism in the future of this country. My constituents are frustrated with a government run by back-room empire-building bureaucrats who have had their job security guaranteed by decades of Liberal dominance in Ottawa, a dominance which attaches very little importance to the problems and aspirations of western Canadians.

The people of Canada spoke out on October 16. They are calling for new leadership from a new national government. They want leadership which reflects the hopes and dreams of all Canadians, not just a narrow few. They want relief from the burden of excessive taxation, over regulation and regimentation which has so stifled the independent spirit of Canadians these past ten years under the leadership of the present Prime Minister (Mr. Trudeau). They want an elimination of waste, bureaucratic red tape and palatial extravagance as practised by the present government. Make no mistake about it; there is only one political philosophy which recognizes that productivity and prosperity can only be achieved by hard-working individuals, freed of the heavy hand of government. There is only one national leader today who can build a team to implement that philosophy, indeed who has built a team to implement that philosophy.

Some hon. Members: Hear, hear!

Mr. Siddon: I look forward to serving with that leader, as a member of a new government, in a new era for Canada.

Thank you for your indulgence, Mr. Speaker. The point I was making was that the October 16 indictment, the appallingly weak record of this government, is reason enough for members present to support the motion of non-confidence which is before this House. However, I wish now to return to the question of a more competitive air policy, a concept which has been denied to Canada's privately-owned airlines for far too long.

I submit that if Canadian airlines had greater access to competition with Air Canada, if Air Canada would stop growing at a faster rate than any other Canadian airline, indeed if Air Canada would consider the possibility of zero growth for a while, we would have far less trouble and conflict among the privately-owned regional and third-level air carriers. We would not have shutdowns, lay-offs or squabbles with Time Airways, Transair, PW Air, BC Airlines, West Coast Air, Great Lakes Airways, Quebecair, Eastern Provincial Airways, Nordair and all the rest. These Canadian airlines would have more room for growth and more opportunity to flourish. These private airlines must already operate with greater efficiency than Air Canada, not having the benefit of the public

purse to bail them out, as was the case with the recent recapitalization of Air Canada to the tune of about \$1 billion.

I turn now to CP Air and place it in special focus for two reasons. First, CP Air has maintained its home base of operations for many years on Sea Island, in the municipality of Richmond, a part of my riding. In 1978, CP Air will pump more than \$280 million into the B.C. economy. Of this, \$106 million will be the payroll of CP Air employees in the Vancouver-Richmond area. These persons account for 4,400 of the total work force of 7,100 people employed by the CP Air system, which spans five continents. CP Air also makes a significant contribution to local property taxes raised by the municipality of Richmond.

Secondly, Mr. Speaker, CP Air is a spirited industry, built on the dreams of the late Grant McConachie, one of Canada's bush-flying pioneers. There is a family-like quality among the employees of CP Air. At all levels of responsibility there is a high degree of mutual support, a pre-occupation with excellence of service, and an instinct for corporate survival on the part of everyone who works for the airline. Would that the same could be said about the government airline, Air Canada.

As I indicated earlier, CP Air has had its share of false optimism from the present Minister of Transport, and his predecessor, Senator Marchand. Now the minister has tried it yet again, in his press release of yesterday, November 7, wherein the minister stated, and I quote:

The government is considering the manner in which current restrictions on CP Air Limited should be eased and how CP Air and Air Canada, along with regional airlines and Wardair, a major charter operator, may continue to be strengthened as our major airline operators in Canada and abroad.

Such a statement probably sounds impressive to the average voter, at whom the minister's press release is obviously aimed. However, in the eyes of private sector airlines these statements are little more than meaningless, hollow, baffle-gab. They have heard the song before somewhere, and it usually means "watch out, there's trouble coming!"

Experience has taught the private airlines that a one night stand with the Minister of Transport generally leaves nothing more than a headache the morning after. I would like to elaborate, Mr. Speaker. In its international aviation policy of 1965-66, the government clearly established the right of CP Air to serve the low volume, long range routes to the Pacific rim nations—Asia, Australia and New Zealand—southern and southeast Europe and South America. To Air Canada were assigned the more lucrative routes to the United Kingdom, western, northern and eastern Europe and the Caribbean. Subsequently, CP Air found a way to make many of its marginal routes productive.

● (1722)

Then in a major statement on air policy in November of 1973, the minister at that time, Mr. Marchand, said:

While Air Canada remains the pre-eminent carrier in terms of its very significant domestic role as well as its international role, there is room for a substantial expansion of the second, privately-owned airline.